

CALIFORNIA COASTAL COMMISSION

South Coast Area Office
 200 Oceangate, Suite 1000
 Long Beach, CA 90802-4302
 (562) 590-5071

W12c

Filed: 11/2/2007
 49th Day: 12/21/2007
 180th Day: 4/30/2008
 Staff: Charles Posner - LB
 Staff Report: 12/20/2007
 Hearing Date: January 9, 2008
 Commission Action:

**STAFF REPORT: REGULAR CALENDAR**

APPLICATION NUMBER: 5-07-337

APPLICANT: Buddy Epstein **AGENT:** Clare Bronowski, Esq.

PROJECT LOCATION: 2903 Ocean Front Walk (a.k.a. 6 29th Avenue), Venice, City of Los Angeles, Los Angeles County.

PROJECT DESCRIPTION: Convert a four-level, 39-foot high duplex into a single-family residence, including remodel and additions resulting in a 39-foot high, 3,863 square foot single-family residence on a 2,617 square foot beach-fronting lot.

Lot Area	2,617 square feet
Building Coverage	1,774 square feet
Pavement Coverage	0 square feet
Landscape Coverage	843 square feet
Parking Spaces	4
Zoning	RD1.5-1
Plan Designation	Residential – Low Medium II
Ht above boardwalk	39 feet

LOCAL APPROVAL: City of Los Angeles Planning Department Approval, Case No. DIR-2007-2300-SPPA-SPPM-SPP (7/23/2007).

SUMMARY OF STAFF RECOMMENDATION

Staff is recommending **APPROVAL** of the coastal development permit with special conditions relating to Venice walk street development standards, building height, public access, water quality, and the provision of on-site parking. The applicant agrees with the staff recommendation. **See Page Two for the motion.**

The proposed project has received approval from the City of Los Angeles Planning Department and is consistent with the RD1.5-1 zoning designation and the surrounding residential and recreational land uses. Adequate on-site parking is provided. Although the existing 39-foot high building exceeds the 35-foot height limit, the structure's height will not be increased by the proposed project and it will not result in any adverse impacts to visual resources, coastal access or community character. Staff recommends that the Commission find that the proposed development, as conditioned, conforms with the Chapter 3 policies of the Coastal Act and previous Commission approvals, and will not prejudice the City's ability to prepare an LCP.

SUBSTANTIVE FILE DOCUMENTS:

1. City of Los Angeles certified Venice Land Use Plan, 6/14/2001.
2. Coastal Development Permit 5-03-520 (Ennis: 2911 OFW).
3. Coastal Development Permit 5-04-150 (Binder: 2703 OFW).
4. Coastal Development Permit 5-05-178 (Targon: 3009 OFW).
5. Coastal Development Permit 5-06-209 (Rudisill: 3003 OFW).

STAFF RECOMMENDATION:

The staff recommends that the Commission adopt the following resolution to **APPROVE** the coastal development permit application with special conditions:

MOTION: *"I move that the Commission approve with special conditions Coastal Development Permit 5-07-337 per the staff recommendation."*

Staff recommends a **YES** vote. Passage of this motion will result in approval of the permit as conditioned and adoption of the following resolution and findings. The motion passes only by affirmative vote of a majority of the Commissioners present.

I. Resolution: Approval with Conditions

The Commission hereby **APPROVES** a coastal development permit for the proposed development and adopts the findings set forth below on grounds that the development as conditioned will be in conformity with the policies of Chapter 3 of the Coastal Act and will not prejudice the ability of the local government having jurisdiction over the area to prepare a Local Coastal Program conforming to the provisions of Chapter 3 of the Coastal Act. Approval of the permit complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the development on the environment, or 2) there are no further feasible mitigation measures or alternatives that would substantially lessen any significant adverse impacts of the development on the environment.

II. Standard Conditions

1. **Notice of Receipt and Acknowledgment.** The permit is not valid and development shall not commence until a copy of the permit, signed by the permittee or authorized agent, acknowledging receipt of the permit and acceptance of the terms and conditions, is returned to the Commission office.
2. **Expiration.** If development has not commenced, the permit will expire two years from the date this permit is reported to the Commission. Development shall be pursued in a diligent manner and completed in a reasonable period of time. Application for extension of the permit must be made prior to the expiration date.
3. **Interpretation.** Any questions of intent or interpretation of any condition will be resolved by the Executive Director or the Commission.

4. Assignment. The permit may be assigned to any qualified person, provided assignee files with the Commission an affidavit accepting all terms and conditions of the permit.
5. Terms and Conditions Run with the Land. These terms and conditions shall be perpetual, and it is the intention of the Commission and the permittee to bind all future owners and possessors of the subject property to the terms and conditions.

III. Special Conditions

1. Approved Development - Permit Compliance

Coastal Development Permit 5-07-337 approves the conversion of a duplex to a single-family residence, and the renovation and enlargement of the existing structure with no increase in the height of the 39-foot high structure. All development must occur in strict compliance with the proposal as set forth in the application, subject to the special conditions. Any proposed change or deviation from the approved plans shall be submitted to the Executive Director to determine whether an amendment to this permit is necessary pursuant to the requirements of the Coastal Act and the California Code of Regulations. No changes to the approved plans shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

2. Building Height

The roof of the structure shall not exceed thirty-nine feet (39') in elevation above the Ocean Front Walk right-of-way. This permit approves no roof access structure or railings that exceed thirty-nine feet (39') in elevation above the Ocean Front Walk right-of-way.

3. Parking

The proposed on-site parking supply (four-car garage) shall be provided and maintained on the site shown on **Exhibit #4 of the 12/20/07** staff report. Vehicular access to the on-site parking shall be taken only from Speedway Alley. Private parking on the 29th Avenue right-of-way is not permitted.

4. 29th Avenue Walk Street – Encroachment onto the Right-of-Way

The proposed development shall not interfere with public pedestrian access to and along the public accessway that runs down the center of the 29th Avenue right-of-way. In order to enhance visual quality, preserve the water quality, and to provide a transitional zone between the 29th Avenue public accessway and the private dwelling, the proposed private use and development of part of the 29th Avenue public right-of-way is required as follows:

- a) The area situated between the 29th Avenue accessway and the applicant's property line (i.e., the project area within the 29th Avenue right-of-way) shall be maintained as a permeable yard area, except for minimal paved walks to the building entrance. Vegetated landscaped areas shall only consist of native plants or non-native drought tolerant plants, which are non-invasive. No plant species listed as problematic

and/or invasive by the California Native Plant Society (<http://www.CNPS.org/>), the California Invasive Plant Council (formerly the California Exotic Pest Plant Council) (<http://www.cal-ipc.org/>), or as may be identified from time to time by the State of California shall be employed or allowed to naturalize or persist on the site. No plant species listed as a “noxious weed” by the State of California or the U.S. Federal Government shall be utilized within the property. All plants shall be low water use plants as identified by California Department of Water Resources (See: <http://www.owue.water.ca.gov/docs/wucols00.pdf>).

- b) No trees or shrubs over 48 inches in height are permitted in the right-of-way. All trees and shrubs in the right-of-way shall be maintained at a height of 48 inches or less.
- c) Private parking on the 29th Avenue right-of-way is not permitted. In order to prevent vehicular access on the portion of the project site situated within the 29th Avenue right-of-way, the permittee shall maintain a decorative fence (e.g. split rail, picket or rustic) not exceeding 42 inches in height to enclose the area situated between the 29th Avenue accessway and the permittee’s property line (i.e., enclose the project area situated within the 29th Avenue right-of-way).

The permittee shall undertake and maintain the development in conformance with this condition and the approved final plans. Any proposed change to the approved plans shall be reported to the Executive Director in order to determine if the proposed change shall require a permit amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations. No change to the approved plan shall occur without a Commission amendment to this coastal development permit unless the Executive Director determines that no amendment is required.

5. Ocean Front Walk

Private use or development of the public right-of-way of Ocean Front Walk is not permitted. Unpermitted off-site development includes, but is not limited to, construction, storage, landscaping and posting of signs.

6. Construction Responsibilities and Debris Removal

By acceptance of this permit, the applicant agrees that the permitted development shall be conducted in a manner that protects water quality pursuant to the implementation of the following BMPs:

- a) No construction materials, equipment, debris, or waste will be placed or stored where it may be subject to wind or rain erosion and dispersion.
- b) All grading and excavation areas shall be properly covered and sandbags and/or ditches shall be used to prevent runoff from leaving the site, and measures to control erosion must be implemented at the end of each day's work.

- c) Washout from concrete trucks shall be disposed of at a controlled location not subject to runoff into coastal waters or onto the beach, and more than fifty feet away from a storm drain, open ditch or surface waters.
- d) Any and all demolition/construction material shall be removed from the site (via the alley only) within ten days of completion of demolition/construction and disposed of at an appropriate location. If the disposal site is located within the coastal zone, a coastal development permit or an amendment to this permit shall be required before disposal can take place.
- e) Erosion control/sedimentation Best Management Practices (BMPs) shall be used to control sedimentation impacts to coastal waters during construction. BMPs shall include, but are not limited to: placement of sand bags around drainage inlets to prevent runoff/sediment transport into the sea.
- f) Any spills of construction equipment fluids or other hazardous materials shall be immediately contained on-site and disposed of in an environmentally safe manner as soon as possible.

IV. Findings and Declarations

The Commission hereby finds and declares:

A. Project Description

The applicant proposes to convert an existing four-level, 39-foot high duplex (c.1970) on a beach-fronting lot into a single-family residence (See Exhibits). The proposed project also includes remodeling and additions that would increase the interior floor area of the structure from about 2,664 square feet to 3,863 square feet (excluding the parking garage area). The height of the existing 39-foot high structure (actually 38 feet, 11 inches) will not be increased.

A proposed 182 square foot addition to the existing top level of the building would exceed the 35-foot height limit, but the no portion of the proposed addition would extend any higher than the top of the existing 39-foot high building. The proposed top level addition will also not extend the existing top level any closer toward the beach because the proposed addition is situated behind (eastward of) the existing 39-foot high portion of the building. This small addition to the top level of the building would allow one new stairway and one new elevator to extend to the height necessary (39 feet) to access the top level of the existing structure without increasing the building's current height. The applicant asserts that the proposed elevator access to the top level of the building is necessary to preserve the wheelchair accessible design of the remodeled residence.

In addition to the minor enlargement of the top level of the existing structure, about one thousand square feet of new floor area is proposed to be added to the building. A four-car garage will be maintained on the ground floor, with vehicular access taken only from Speedway, the rear alley (Exhibit #4).

The project is located on the corner of Ocean Front Walk and 29th Avenue near the Venice Pier (Exhibit #3). The immediate neighborhood is comprised of a variety of old and new multi-unit residential structures that vary in height between twenty and forty feet. The project site is a 2,617 square foot lot (and a twelve-foot wide segment of the abutting 29th Avenue right-of-way) situated on the inland side of Ocean Front Walk, the paved public walkway ("Venice Boardwalk") that separates the private properties of the residential neighborhood from the open sandy public beach. 29th Avenue is a 36-foot wide City right-of-way designated as a walk street (i.e., closed to vehicular access) by the certified Venice Land Use Plan (LUP). The applicant proposes to landscape and maintain the existing twelve-foot wide landscaped encroachment area within the 29th Avenue right-of-way (situated between the 29th Avenue accessway and the applicant's property line) as required by the certified Venice LUP. The proposed project has been approved by the City of Los Angeles Planning Department (Case No. DIR-2007-2300, 7/23/2007) and is consistent with the surrounding land uses.

B. Visual Resources and Community Character – Building Height

The certified Venice Land Use Plan (LUP) limits the height of new structures in North Venice to 35 feet. The standard of review for the proposed development, however, is the Chapter 3 policies of the Coastal Act, rather than the policies of the certified LUP. The proposed project is also not a new structure, but an addition to an existing 39-foot high structure (actually 38 feet, 11 inches). The Coastal Act requires that the scenic and visual qualities of coastal areas shall be considered and protected, that development be visually compatible with the character of surrounding areas, and that special neighborhoods be protected.

Section 30251 of the Coastal Act states:

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

Section 30253(5) of the Coastal Act states, in part:

New development shall: (5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

Building height and bulk can adversely affect the scenic and visual qualities of the Venice coastal area and the unique character of its walk streets. The proposed project includes a small addition (182 square feet) to the top level of the existing structure. This small addition to the top of the building would allow one new stairway and one new elevator to extend to the height necessary (39 feet) to access the top portion of the existing structure, without increasing the building's height. The applicant asserts that the proposed elevator access to the top level of the building is necessary to preserve the wheelchair accessible design of the remodeled residence.

The primary issue with the proposed project is whether the proposed project is compatible with the character of the surrounding (North Venice) neighborhood as required by Section 30251 of the Coastal Act. The general height limit for development in the project area, as set forth by the certified Venice LUP, is 35 feet. Roof access structures (i.e., stairway and elevator enclosures), roof deck railings, and roof equipment are routinely permitted to exceed the 35-foot height limit. Because of the exception for rooftop appurtenances (and also for other reasons), there are several buildings along the boardwalk that exceed the current 35-foot height limit, including the existing 39-foot high structure, originally constructed in 1970.

Although the existing 39-foot high building exceeds the 35-foot height limit, the structure's height will not be increased by the proposed project. The proposed project will not result in any adverse impacts to visual resources, coastal access or community character because the portion of the project that exceeds the height limit is small (182 square feet) and will blend in with the top of the existing structure, and no public views will be affected.

The Commission can approve development that exceeds the LUP height limit and approve the proposed project only if it finds that it is consistent with the Chapter 3 policies of the Coastal Act. Sections 30251 and 30253 of the Coastal Act require that the Venice walk streets be protected from development that would negatively affect pedestrian access and the unique scenic qualities of the walk streets. In this specific case, the staff is recommending that the Commission find that the proposed project, as conditioned, would not adversely affect visual resources or community character and is consistent with the Chapter 3 policies of the Coastal Act. The approval of the proposed project in excess of the height limit set forth by the certified Venice LUP will not set a negative precedent because of the unique circumstances of the project being a minor addition to an existing structure which already exceeds the height limit. Therefore, the Commission can find that the proposed project will not have an adverse effect on the scenic and visual qualities of the area and is consistent with Sections 30251 and 30253 of the Coastal Act.

In order to ensure that the proposed project is constructed consistent with the plan and design that is being presented and approved by the Commission, a special condition is imposed that require strict compliance with the proposal as set forth in the application. Any deviation from the approved plans must be submitted for review by the Executive Director to determine whether an amendment to this coastal development permit is required. As conditioned, the proposed project is found to be consistent with Sections 30251 and 30253 of the Coastal Act.

C. Venice Walk Streets – Public Access and Visual Resources

The public access and recreation policies of the Coastal Act require that maximum access and recreational opportunities be provided and that development shall not interfere with public access. The visual resource policies of the Coastal Act require that the scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Shoreline recreation resources in the Venice area include: Venice Beach, Ballona Lagoon, the Venice Canals, walk streets, boardwalk, and the Marina del Rey north jetty which lies partly in the jurisdiction of the City of Los Angeles.

Venice Beach is a publicly owned sandy beach, which provides direct access to the entire oceanfront shoreline and is readily accessible to pedestrians and bicyclists. The boardwalk

and walk streets in the North Venice and Marina Peninsula neighborhoods provide excellent pedestrian access to the beach. It is a goal of the Coastal Commission and the City to protect these public resources. Unregulated development along the boardwalk and walk streets could cause an over developed, crowded feel that may discourage public use and enjoyment of these pedestrian accessways. Discouraging public access is inconsistent with the certified LUP and the public access policies of the Coastal Act.

Section 30210 of the Coastal Act states:

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30211 of the Coastal Act states:

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

Section 30213 of the Coastal Act states, in part:

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred.

The walk streets in North Venice, Marina Peninsula and Milwood neighborhoods of Venice are among the most pleasant pedestrian amenities in Los Angeles and many of them provide excellent vertical access to the beach. The Venice walk streets are generally typical of a number of southern California beach communities that were originally developed with weekend beach cottages early in the twentieth century when streetcars served these communities. Walk streets generally have narrow, pedestrian friendly walkways down the middle of the right-of-way, with landscaped "front yards" that encroach into the right-of-way up to the edge of the open public walkway that runs along the center of the right-of-way. The certified Venice LUP provides specific guidance for the Commission's interpretation of the relevant Chapter 3 policies when reviewing development in and along the walk streets.

The project site abuts (and includes part of) 29th Avenue, a 36-foot wide City right-of-way designated as a walk street by the certified Venice LUP (Exhibit #3). The 29th Avenue right-of-way provides direct pedestrian access to the beach. A twelve-foot wide concrete walkway runs down the center of the walk street. Vehicles are prohibited on 29th Avenue. The proposed project includes improvements to an existing twelve-foot wide landscaped encroachment area within the 29th Avenue right-of-way (situated between the 29th Avenue accessway and the applicant's property line).

The following certified LUP policies were designed and adopted in order to preserve the unique character of the Venice walk streets.

LUP Walk Street Design Standards

Policies II.C.7, II.C.10 and II.C.11 of the certified Venice LUP state:

Policy II. C. 7. Walk Streets. *Designated walk streets shall be preserved and maintained at their present widths for public pedestrian access to the shoreline and other areas of interest and to preserve views along and from the public right-of-way. Vehicular access on walk streets shall be restricted to emergency vehicles. The minimum width of the pedestrian path shall be 10-12 feet in the North Venice and Peninsula areas and 4½ feet in the Milwood area. The remaining public right-of-way shall be limited to grade level uses including landscaping, patios, gardens and decks.*

Policy II. C. 10. Walk Streets -- Residential Development Standards. *New residential development along walk streets shall enhance both public access and neighborhood character. Building materials, colors, massing and scale of new structures shall complement those of existing structures in the neighborhood. Building facades shall be varied and articulated to provide visual interest to pedestrians. Primary ground floor residential building entrances and frequent windows shall face the walk streets. Front porches, bays, and balconies shall be encouraged. In case of duplexes and low density multiple-family buildings, entries shall be located in the exterior building facade for each residential unit, shall face walk streets, and be well-defined and separate.*

Policy II. C. 11. Encroachments into Walk Street Right-of-Way. *Encroachments into City right-of-way shall be limited to grade level uses including gardens, patios, landscaping, ground level decks and fences. The gardens/patios in the right-of-way, between the fences and the buildings, shall be permitted to provide a transitional zone between the public path ways and private dwellings. To create a defensible space, the planting along the walk streets shall not impede the view of walkways by the residents and the view of the gardens by the pedestrian. Creative use and arrangement of permeable paving materials shall be encouraged. Any fence, wall or hedge erected in the public right-of-way shall not exceed 42 inches in height as measured from the existing grade of the public right-of-way. The use of decorative fence patterns such as split rail, picket and rustic is encouraged. New fences shall be located in line with existing fences on the same side of the street.*

The 29th Avenue walk street is a valuable public resource that is afforded special protection by the certified Venice LUP. Most of the lots that abut 29th Avenue have enclosed part of the right-of-way and landscaped it consistent with certified Venice LUP Policy II.C.11. The applicant has also enclosed part of the right-of-way for use as a private yard area property consistent with certified Venice LUP. The applicant proposes to landscape and maintain the existing twelve-foot wide landscaped encroachment area within the 29th Avenue right-of-way (situated between the 29th Avenue accessway and the applicant's property line) as required by the certified Venice LUP.

D. Public Access- Parking

The Commission has consistently found that a direct relationship exists between residential density, the provision of adequate parking, and the availability of public access to the coast. Sections 30210 and 30211 provide for maximum access. Section 30252 requires that new development should maintain and enhance public access to the coast by providing adequate parking facilities.

Section 30252 of the Coastal Act states, in part:

The location and amount of new development should maintain and enhance public access to the coast by... (4) providing adequate parking facilities....

The Coastal Act requires that new development not reduce existing access and that adequate parking be provided within new developments in order to protect public opportunities to access the shoreline and recreation areas. The Venice Canals, Venice Pier and Venice Beach, all in the neighborhood of the proposed project, are very popular public recreation areas. Because many of the older developments in the Venice Canals area and along Washington Boulevard do not provide adequate on-site parking to meet their parking demands, area visitors and residents often depend on the limited public parking provided by the local streets. The availability of parking on the public streets is limited by the fact that the streets in this neighborhood are primarily walk streets and narrow alleys. The competition for the limited on-street parking is very intense since the limited amount of public parking on the surrounding streets is being used by guests and residents of the area. As a result, there is a parking shortage in the area and public access has been negatively impacted by the difficulty in finding a parking space. To mitigate this problem, the Commission has consistently conditioned new residential projects to provide at least two on-site parking spaces per unit, plus guest parking.

The proposed project provides adequate on-site parking (four-car garage) for the proposed single-family residence. The permit is conditioned to ensure that the proposed on-site parking spaces will be provided and maintained to serve the single-family residence. The Commission finds that, only as conditioned to ensure the provision of the proposed on-site parking, is the proposed project consistent with the public access policies of the Coastal Act and the public parking policy of the certified Venice LUP.

E. Marine Resources and Water Quality

The proposed work will be occurring in a location where there is a potential for a discharge of polluted runoff from the project site into coastal waters. The storage or placement of construction material, debris, or waste in a location where it could be carried into coastal waters would result in an adverse effect on the marine environment. To reduce the potential for construction related impacts on water quality, the Commission imposes special conditions requiring, but not limited to, the appropriate storage and handling of construction equipment and materials to minimize the potential of pollutants to enter coastal waters. As conditioned, the Commission finds that the development conforms with Sections 30230 and 32031 of the Coastal Act.

F. Local Coastal Program

Section 30604(a) of the Coastal Act provides that the Commission shall issue a coastal development permit only if the project will not prejudice the ability of the local government having jurisdiction to prepare a Local Coastal Program (LCP) which conforms with Chapter 3 policies of the Coastal Act:

(a) Prior to certification of the Local Coastal Program, a coastal development permit shall be issued if the issuing agency, or the commission on appeal, finds that the proposed development is in conformity with the provisions of Chapter 3 (commencing with Section 30200) of this division and that the permitted development will not prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200). A denial of a coastal development permit on grounds it would prejudice the ability of the local government to prepare a Local Coastal Program that is in conformity with the provisions of Chapter 3 (commencing with Section 30200) shall be accompanied by a specific finding which sets forth the basis for such conclusion.

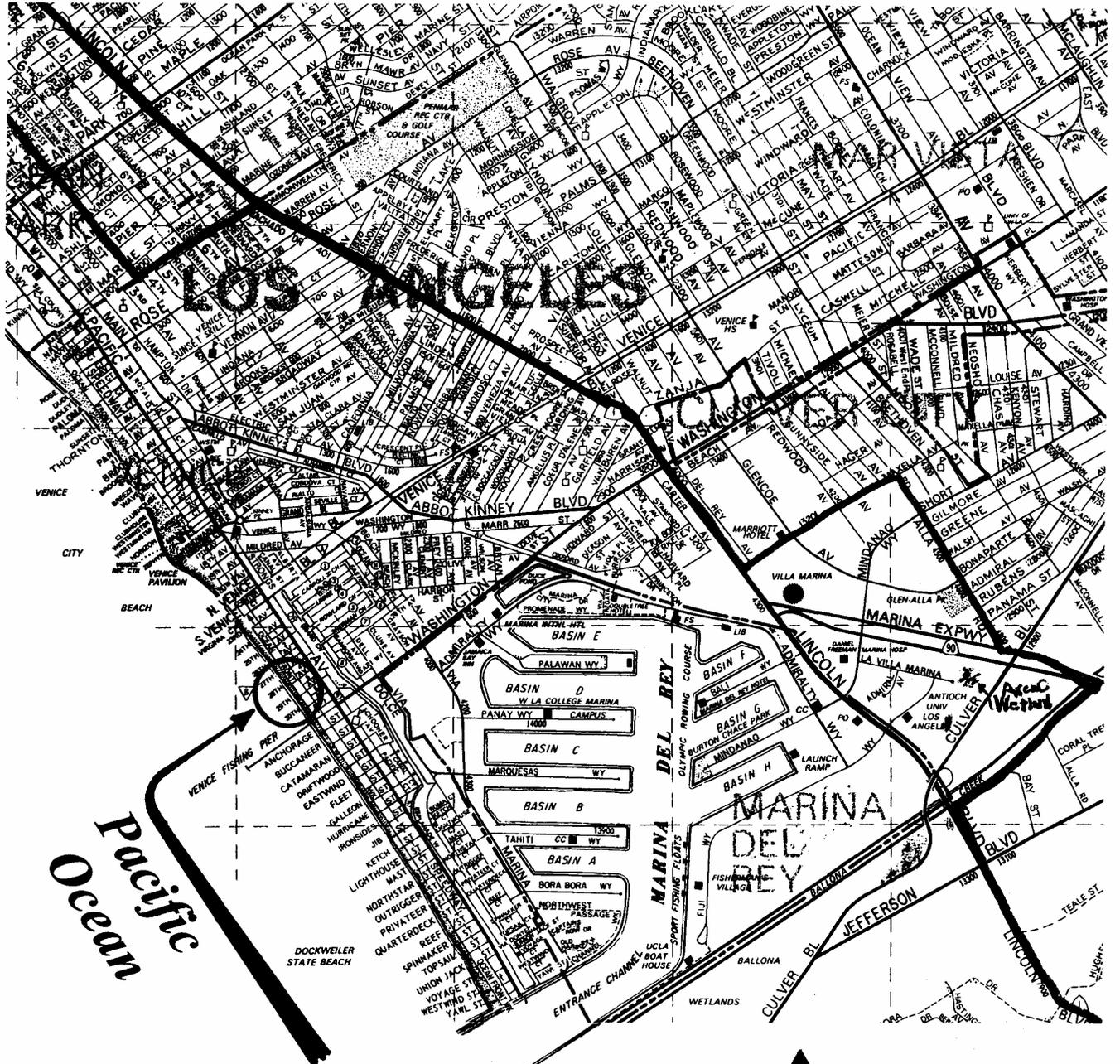
The City of Los Angeles does not have a certified Local Coastal Program for the Venice area. The City of Los Angeles Land Use Plan (LUP) for Venice was effectively certified on June 14, 2001. The proposed project does not conform to the height limit for new structures as set forth in the certified Venice LUP. Nonetheless, approval of the project, as conditioned, will not prejudice the ability of the local government to prepare an LCP that is in conformity with the provisions of Chapter 3 of the Coastal Act because the proposed project is a renovation of an existing structure and not a new building. As conditioned, the proposed development is consistent with Chapter 3 of the Coastal Act.

G. California Environmental Quality Act (CEQA)

Section 13096 Title 14 of the California Code of Regulations requires Commission approval of a coastal development permit application to be supported by a finding showing the application, as conditioned by any conditions of approval, to be consistent with any applicable requirements of the California Environmental Quality Act (CEQA). Section 21080.5(d)(2)(A) of CEQA prohibits a proposed development from being approved if there are feasible alternatives or feasible mitigation measures available which would substantially lessen any significant adverse effect which the activity may have on the environment.

The proposed project, as conditioned, has been found consistent with the Chapter 3 policies of the Coastal Act. All adverse impacts have been minimized by the recommended conditions of approval and there are no feasible alternatives or additional feasible mitigation measures available which would substantially lessen any significant adverse impact which the activity may have on the environment. Therefore, the Commission finds that the proposed project can be found consistent with the requirements of the Coastal Act to conform to CEQA.

VENICE, CA

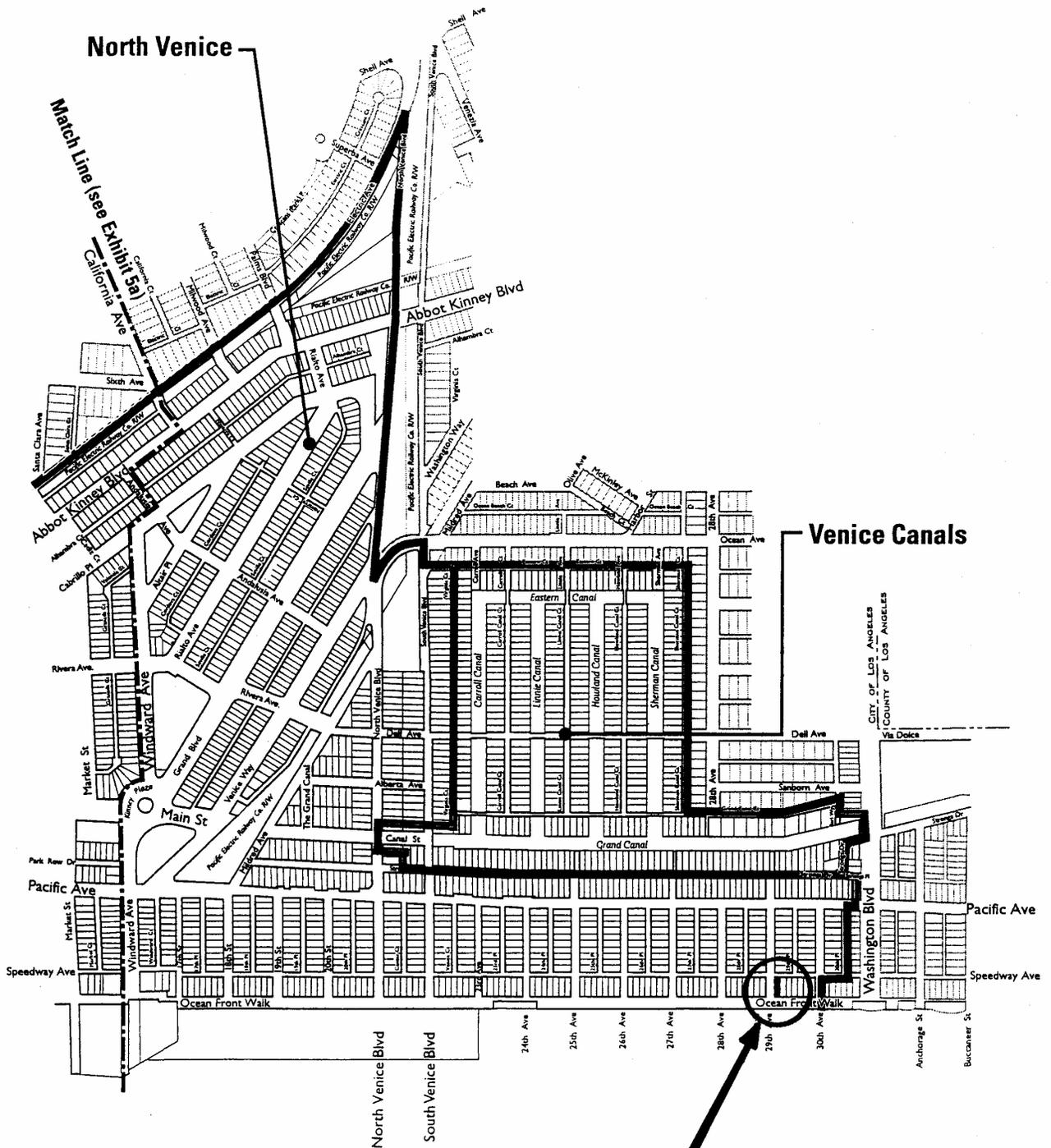


Project Site: 2903 OFW



COASTAL COMMISSION
5-07-337

EXHIBIT # 1
PAGE 1 OF 1



LUP
Exhibit 5b

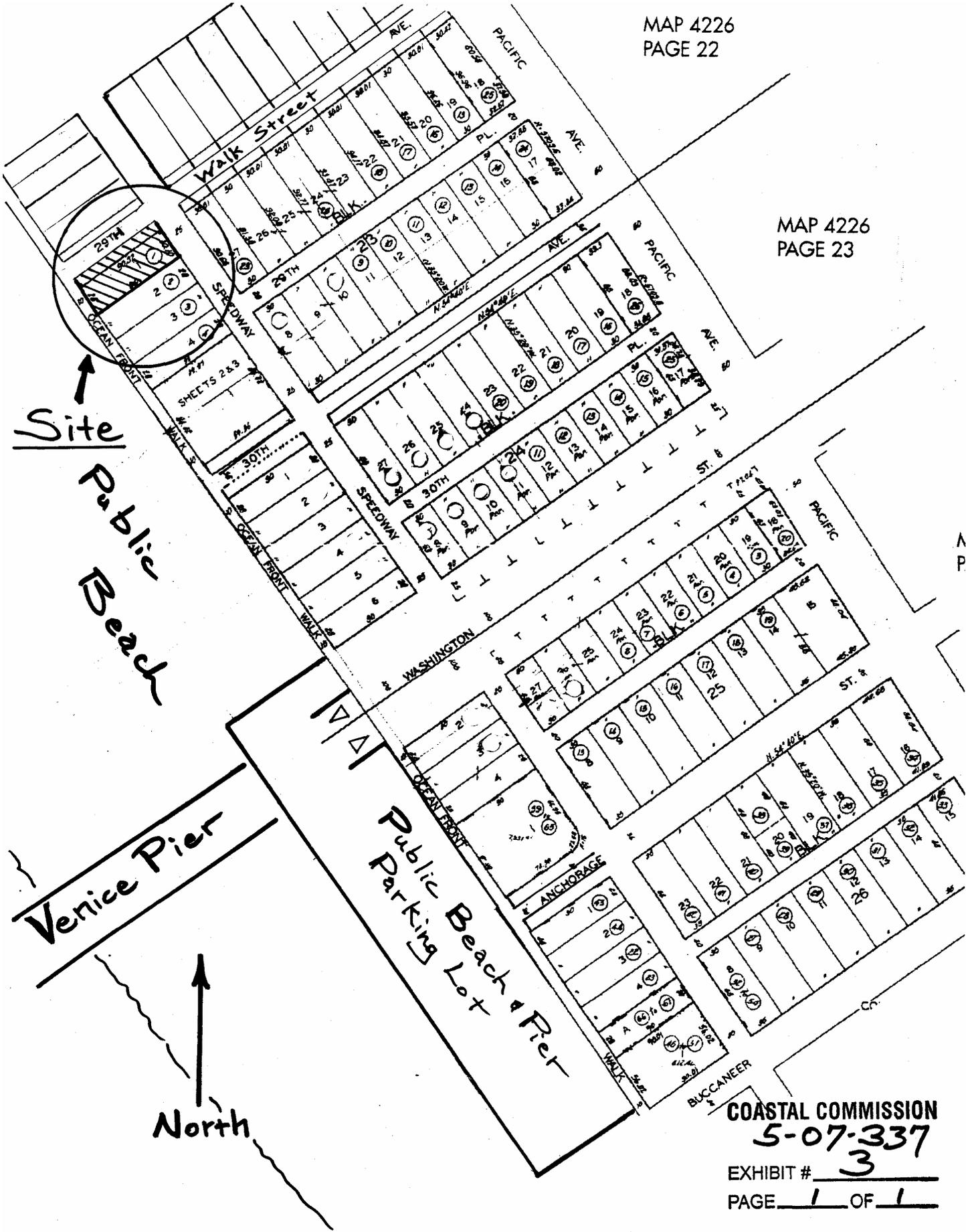
Subarea: North Venice • Venice Canal

Site: 2903 OFW

Not to Scale

COASTAL COMMISSION
5-07-337

EXHIBIT # 2
PAGE 1 OF 1



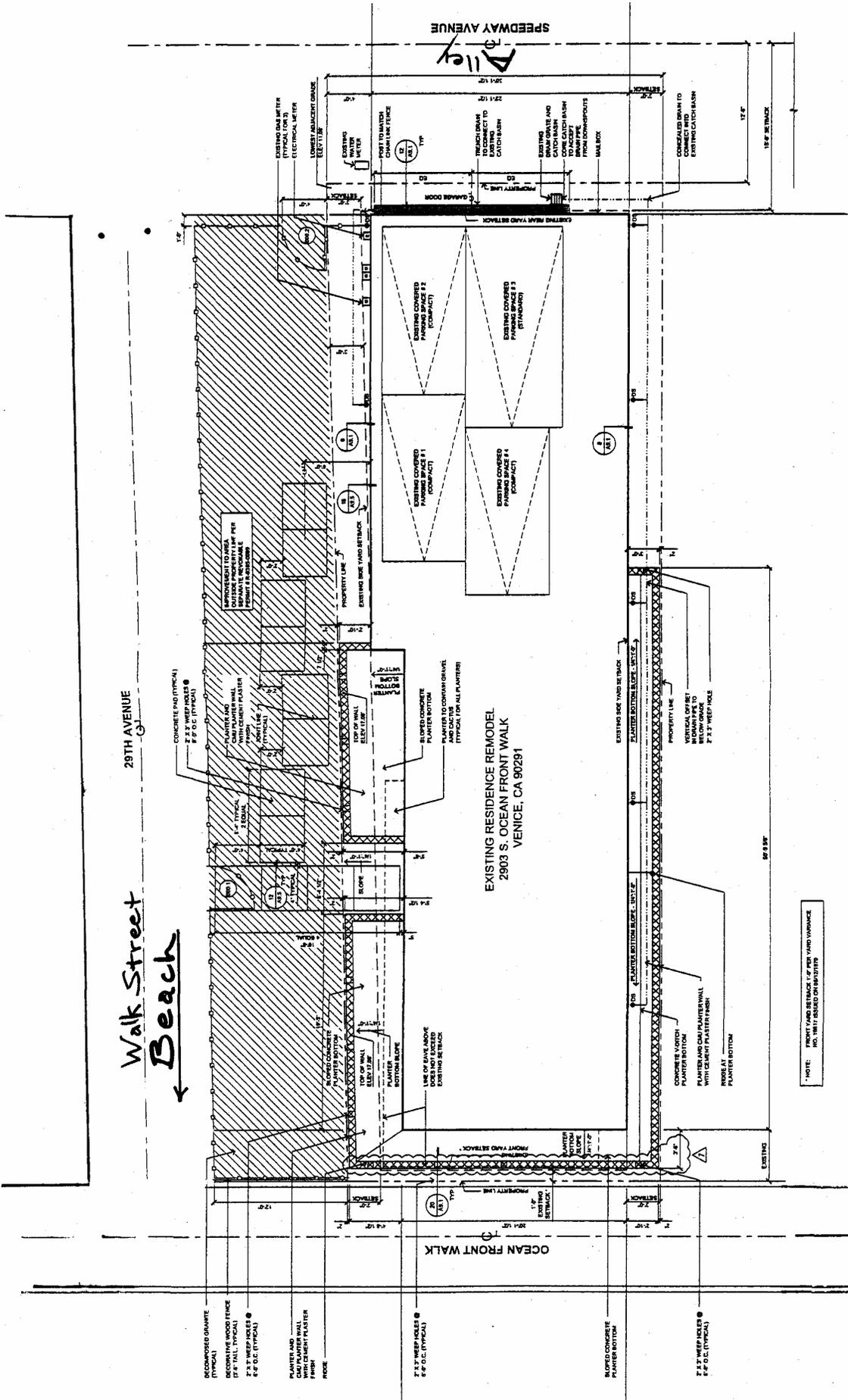
Walk Street
Beach

29TH AVENUE

OCEAN FRONT WALK

SPEEDWAY AVENUE

EXISTING RESIDENCE REMODEL
2903 S. OCEAN FRONT WALK
VENICE, CA 90291



COASTAL COMMISSION
5-07-377

EXHIBIT # 4

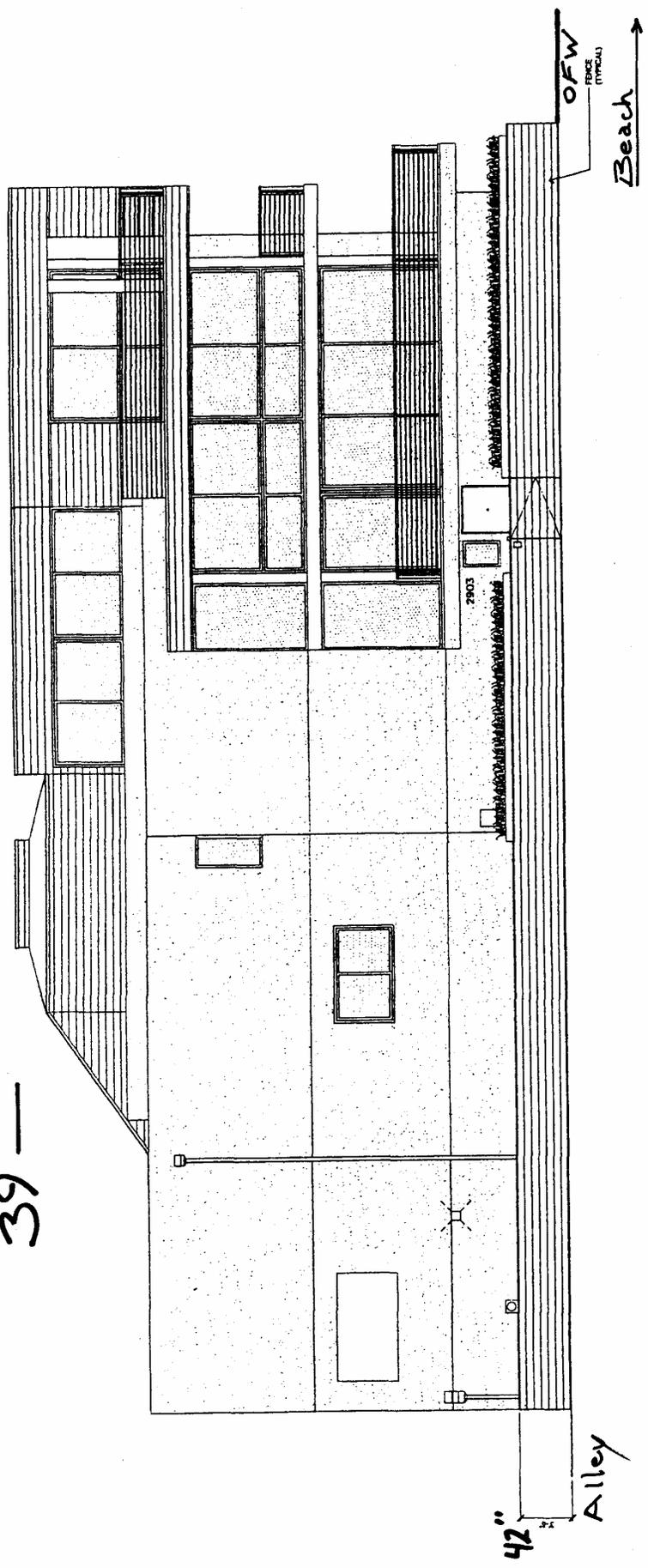
PAGE 1 OF 1



Site Plan

NOTE: FRONT YARD SETBACK IS PER VARIOUS
NO. 1817 BASED ON SUBTYPE

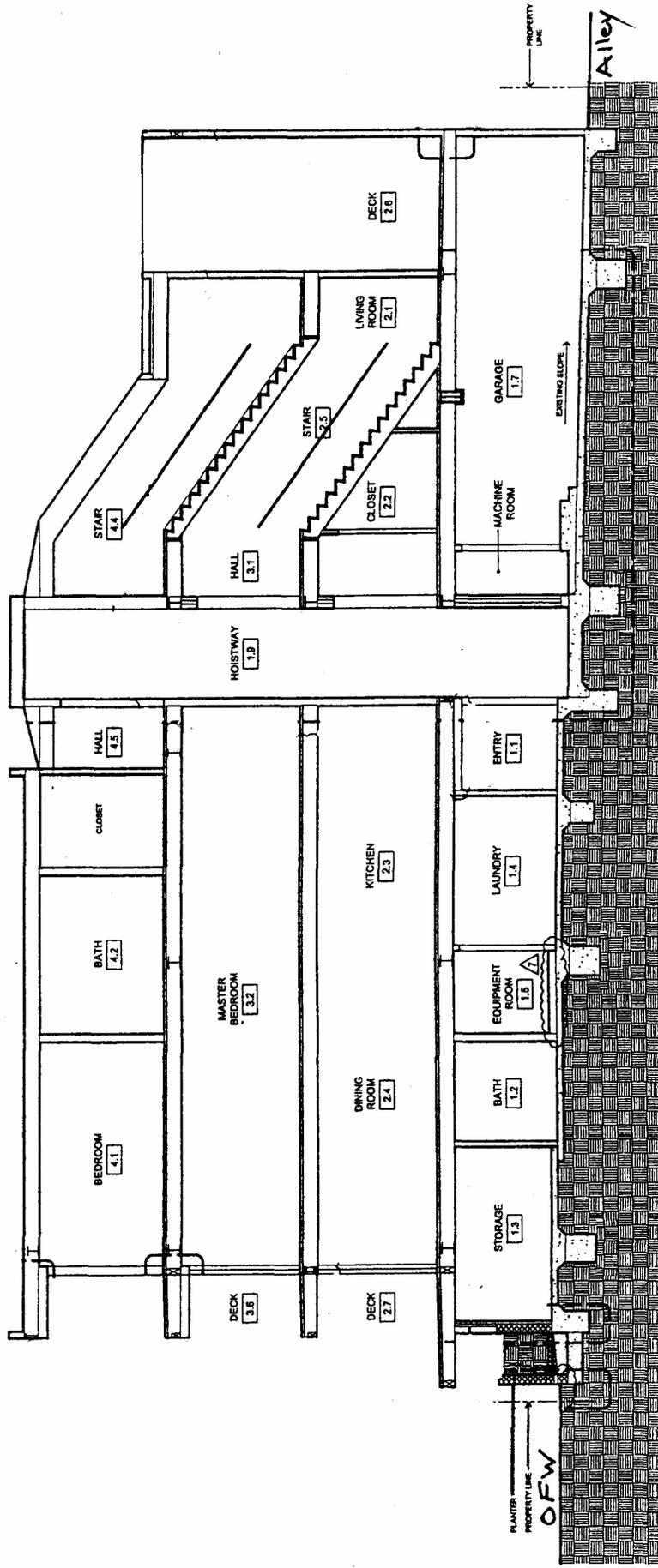
39' —



Side Elevation - 29th Avenue

COASTAL COMMISSION
5-07-377

EXHIBIT # 5
PAGE 1 OF 1



COASTAL COMMISSION
 5-07-377

EXHIBIT # 6

PAGE 1 OF 1

Building Section

← Beach

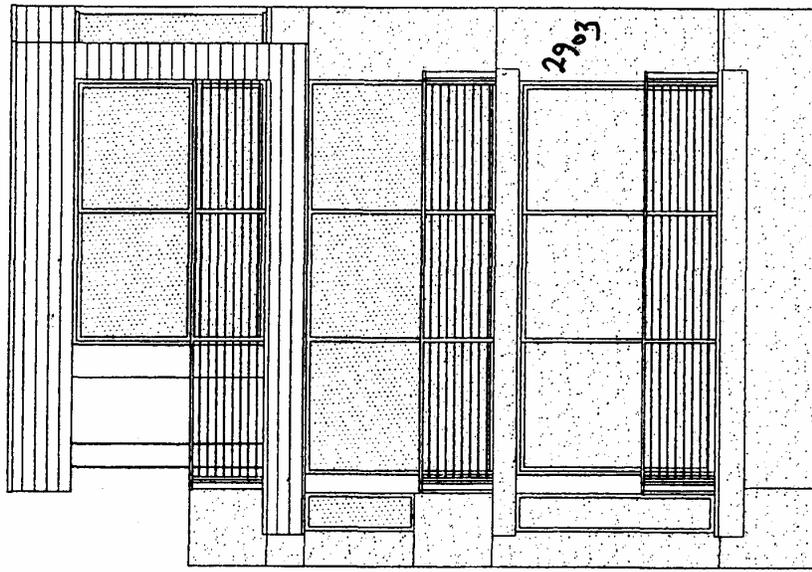
Alley

PLANTED PROPERTY LINE OF W

PROPERTY LINE

EXISTING SLOPE

—39'



42"
FENCE
(TYPICAL)

29th Avenue

Property Line

TOP OF CMU PLANTER WALL
ELEV 17.00'

TOP OF EXISTING CONCRETE SLAB
ELEV 13.00'

CENTERLINE AT OCEAN FRONT WALK

Front (Beach) Elevation